



Transportation Commission Briefing: Transportation Implementation Working Group (IWG)

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**Dennis McLerran
Puget Sound Clean Air Agency**

**Anne Criss
Washington State Department of
Transportation**



Washington State
Department of Transportation


pscleanair.org
Puget Sound Clean Air Agency

CRISIS AND OPPORTUNITY

- Climate crisis heightens need to reduce GHG
- Volatile fuel costs and peaking oil reserves
- Declining funds and increased costs for transportation infrastructure (gas tax)
- New paradigm: Our transportation system should focus on moving people and goods
- Existing revenues needed for maintenance & operations



TRANSPORTATION IMPLEMENTATION WORKING GROUP

Formed under Governor Gregoire's Climate
Action Team (CAT)

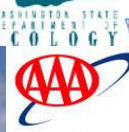
- Co-Chaired by Katy Taylor, Dennis McLerran and Lon Wyrick
- Develop strategies to *implement* original CAT recommendations (2007)
- Address ESSHB 2815's requirements
- Identify "most promising" GHG and vehicle miles traveled (VMT) reduction strategies

Final report issued in November

TIWG MEMBERS

Representatives include

- State and local governments including Departments of Ecology, WSDOT, Puget Sound Clean Air, Thurston County, City of Seattle
- Transit groups such as Pierce Transit and King County Metro
- Industry groups such as WA Auto Dealers Association, Weyerhaeuser, and AAA
- Non-profit/environmental groups such as Transportation Choices Coalition and Sierra Club



KEY RECOMMENDATIONS

Long-term and short-term VMT and GHG recommendations include three broad categories to reduce VMT:

- **Transit, Ridesharing and Commuter Choice Programs**
- **Compact and Transit Oriented Development**
- **Transportation Funding and Pricing Strategies**

TRANSIT, RIDESHARING AND COMMUTER CHOICE PROGRAMS

- Develop a Washington State Transportation Access Network (WSTAN)
- Enhance existing urban Commute Trip Reduction (CTR) and rideshare programs
- Implement a statewide Residential Trip Reduction (RTR) program



COMPACT AND TRANSIT ORIENTED DEVELOPMENT

- Promote housing and employment density
- Provide parking incentives and management
- Better enable GMA transportation concurrency to address all modes of transportation
- Provide bicycle and pedestrian accessibility
- Leverage urban Brownfield development



TRANSPORTATION FUNDING AND PRICING STRATEGIES

- Align state, regional and local transportation investments and operations with the achievement of VMT and GHG reduction goals in ESSHB 2815
- Pursue new revenue sources to support transportation choices, particularly transit and ridesharing operations
- Consider per capita VMT and GHG emissions as an additional objective to existing tolling objectives
- Use some toll revenue to fund more sustainable travel options
- Design toll strategies to incorporate incentives to individual actions that reduce per capita VMT and GHG emissions
- Authorize system-wide application of tolling, rather than a project-by-project approach
- Establish a transportation funding task force to propose tolls and other pricing mechanisms for expanded transportation pricing and funding legislation

ADDITIONAL STRATEGIES

- **Improve/promote rail**
 - Expand both freight and passenger rail systems
 - Evaluate rail electrification opportunities
- **Enhance transportation system management**
- **Improve efficiency and retrofit diesel vehicles**
- **Smart charging, vehicle to grid, evaluate costs**
 - Align purchasing and laws promote electric vehicles for government and ride share programs
 - Provide financial incentives for electric vehicles
- **Implement a Low Carbon Fuel Standard or other alternative**

CONCLUSIONS

- Achieving VMT and greenhouse gas reduction goals will be challenging
- To achieve the goals will require a synergistic combination of additional travel options, compact transit-oriented development and transportation funding mechanisms
- There is much work to be done to achieve the vision in the TIWG report

